



Region One
490 North Meridian Rd.
Kalispell, MT 59901
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FAX: 406-257-0349
Ref:ARS020-04
December 2, 2004

TO: Governor's Office, Attn: Todd O'Hair, PO Box 200801, Helena, 59620-0801
Environmental Quality Council, PO Box 201704, Helena, 59620-1704
*Dept. of Environmental Quality, Planning, Prevention & Assistance, PO Box 200901, Helena, 59620-0901
*Dept. of Environmental Quality, Permitting Compliance, PO Box 200901, Helena, 59620-0901
Tom McDonald, Div Admin, CSKT Natural Resources, PO Box 278, Pablo, 59855
DNRC, PO Box 201601, Helena, 59620-1601; Kalispell: Jon Dahlberg*
Montana Fish, Wildlife & Parks - Director's Office: Reg Peterson; Parks: Walt Timmerman, Allan Kuser; Legal Unit: Brandi Fisher
*SHPO, PO Box 201202, Helena, 59620-1202
*Montana State Library, 1515 East Sixth Ave., Helena, 59620-1800 (e-mailed)
Jim Jensen, Montana Environmental Information Center, PO Box 1184, Helena, 59624
George Ochenski, PO Box 689, Helena, 59624
Wayne Hirst, Montana State Parks Foundation, PO Box 728, Libby, 59923
Montana State Parks Association, PO Box 699, Billings, 59103
Joe Gutkoski, President, Montana River Action Network, 304 N 18th Ave., Bozeman, 59715
Rep. Bernie Olson, 161 Lakeside Blvd., Lakeside, 59922
Rep. Stanley Fisher, 76 Golf Terrace Drive, Bigfork, 59911-6252
Sen. Bob Keenan, Box 697, Bigfork, 59911-0697
Flathead County Commissioners, 800 S Main Street, Kalispell, 59901
Lake County Commissioners, 106 Fourth Avenue E, Polson, 59860
Lake County Planning Dept., 106 Fourth Avenue E, Polson, 59860
Flathead County Library, 247 First Avenue E, Kalispell, 59901
Flathead County Library, 521 Electric Avenue, Bigfork, 59911

Ladies and Gentlemen:

Montana Fish, Wildlife & Parks (FWP), Region One, has written a draft Environmental Assessment (EA) for Woods Bay Fishing Access Site (FAS) for the purposes of improving existing roads, replacing existing boat ramp, installing riprap, and installing a floating dock

The draft EA will be out for public review until January 3, 2005. Please direct your questions or comments to Regional Parks Manager Marty Watkins, FWP, 490 N. Meridian Rd., Kalispell, MT 59901, or e-mail mawatkins@state.mt.us.

Sincerely,

Alan Wood
Acting Regional Supervisor

/ni
Enclosure

Draft Environmental Assessment

Site Protection at Woods Bay Fishing Access Site Flathead Lake, Montana



December 2, 2004



***Montana Fish,
Wildlife & Parks***

**Site Protection at
Woods Bay Fishing Access Site
Flathead Lake, Montana**

**Draft Environmental Assessment
MEPA, NEPA, MCA 23-1-110 CHECKLIST**

PART I. PROPOSED ACTION DESCRIPTION

1. **Type of proposed state action:** Montana Fish, Wildlife & Parks (FWP) proposes a maintenance project to widen and gravel about 200 linear yards of existing roads and add curbing to about 75 feet of roadway along the lakeshore; replace existing boat ramp with 16-foot-wide concrete ramp; install about 100 feet (100 cubic yards) of riprap; add about 400 cubic yards of rock to existing breakwater; install 60' x 8' roll-in floating dock; and reclaim disturbed ground.
2. **Agency authority for the proposed action:** The 1977 Montana Legislature enacted statute 87-1-605, which directs FWP to acquire, develop, and operate a system of fishing access sites (FAS). The opportunity for public involvement regarding the proposed project is provided under MCA 23-1-110. Section 23-2-101 MCA, allows FWP to plan and develop outdoor recreational resources in the state and receive and expend funds, including federal funds.

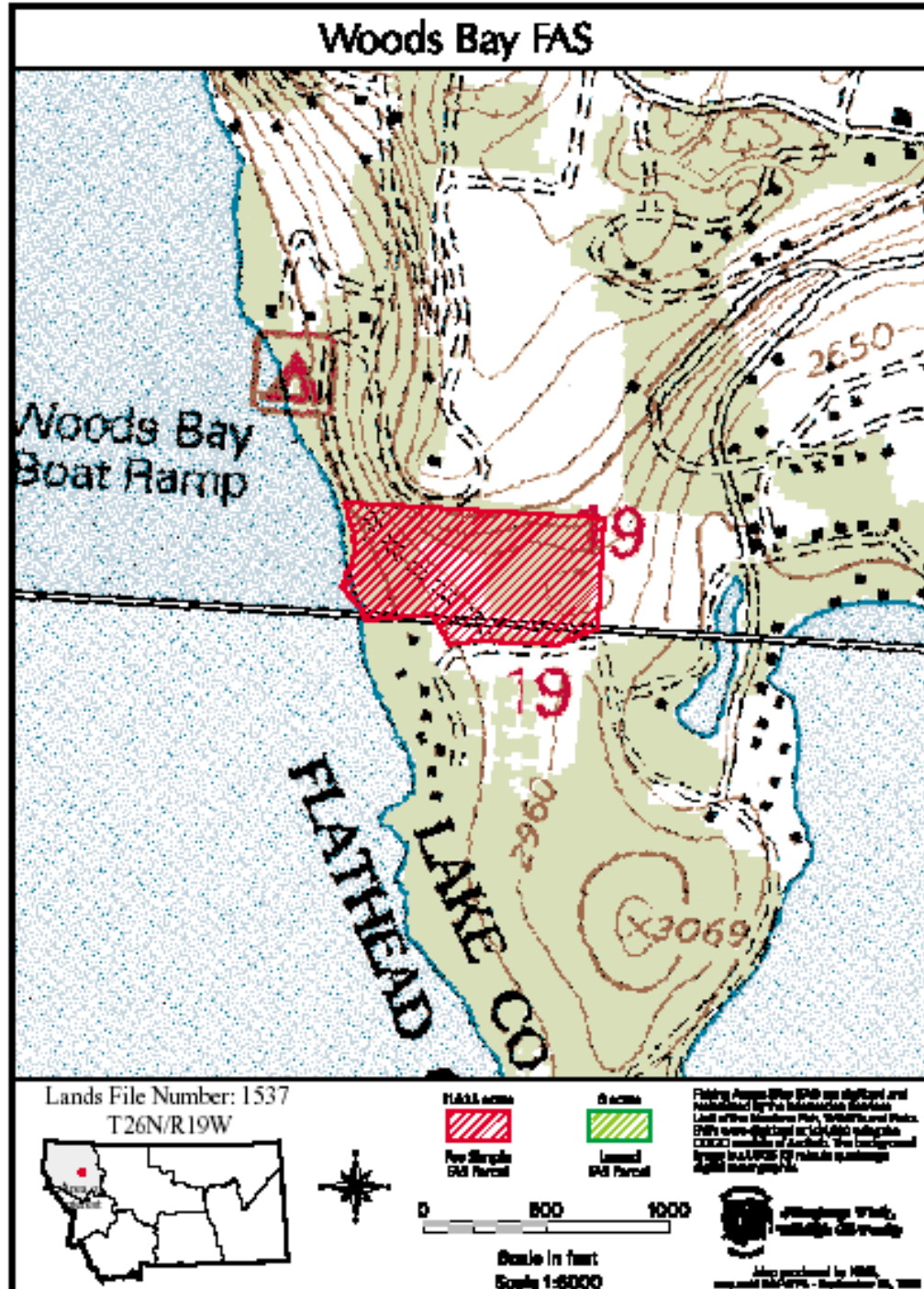
The Boat Fee in Lieu of Tax revenue includes 20% of all fees in lieu of tax collected by the county treasurer and is used by FWP to improve regional boating facilities under the control of FWP (Section 23-2-518, MCA).

The Dingell-Johnson bill was passed in the U.S. Legislature August 9, 1950, and was amended to the Wallop-Breaux bill in 1984. A percentage of funds spent on fishing equipment and motorboat-associated fuel are apportioned back to the states based on the land and water area and the number of fishing licenses sold. This bill requires that 15% of these funds are spent on motorboat access projects. Twenty-five percent of the total project cost must be from nonfederal funds. The U.S. Fish & Wildlife Service administers Wallop-Breaux funds, which will be requested for use in this project.

3. **Name of project:** Site Protection at Woods Bay Fishing Access Site
4. **Name, address and phone number of project sponsor (if other than the agency):** Montana Fish, Wildlife, & Parks is the project sponsor.
5. **If applicable:**
Estimated Construction/Commencement Date: Spring 2005
Estimated Completion Date: Summer 2005
Current Status of Project Design (% complete): 50%

6. **Location affected by proposed action (county, range, and township):** Woods Bay Fishing Access Site (FAS) can be reached by traveling about 4 miles south of Bigfork, Montana, on State Highway 35; turn west on Yenne Point Drive and travel about 0.75 mile; continue another half mile northwest on White Cap Lane to the signed FAS. The approximately 11.7-acre site was acquired in 1959. The site is in Lake County, Montana; elevation 2,895 feet above sea level; Township 26 North, Range 19 West, NW¼ Section 19.

Map of Flathead Lake area showing location of Woods Bay FAS.



7. Project size - estimate the number of acres that would be directly affected that are currently:

	<u>Acres</u>		<u>Acres</u>
(a) Developed: Residential		(d) Floodplain	<u>0</u>
Industrial	<u>0</u>	(e) Productive:	
(b) Open Space/Woodlands/Recreation	<u>1</u>	Irrigated cropland	<u>0</u>
(c) Wetlands/Riparian Areas	<u><1</u>	Dry cropland	<u>0</u>
		Forestry	<u>0</u>
		Rangeland	<u>0</u>
		Other	<u>0</u>

8. Listing of any other local, state, or federal agency that has overlapping or additional jurisdiction:

(a) Permits: Permits would be filed at least 2 weeks prior to project start.

<u>Agency Name</u>	<u>Permit</u>
U.S. Army Corps of Engineers	404 Fill Permit in Waters of the U.S.
Department of Environmental Quality	318 Short-Term Water Quality Turbidity Related to Construction
Lake County Planner	Flathead Lake Lakeshore Protection Permit
Lake County Floodplain Coordinator	outside the 100-year floodplain

(b) Funding:

<u>Agency Name</u>	<u>Funding Amount</u>
U.S. Fish & Wildlife Service Wallop-Breaux Motorboat Funds	\$48,750
FWP Boat-in-Lieu of Tax Account Funds	<u>\$16,250</u>
Total	\$65,000

(c) Other overlapping or additional jurisdictional responsibilities:

<u>Agency Name</u>	<u>Type of Responsibility</u>
State Historic Preservation Office	cultural site protection
Salish-Kootenai Federated Tribe	cultural site protection
U.S. Fish & Wildlife Service	funding approval
Boat-in-Lieu Advisory Council	funding approval
Lake County	shoreline alteration approval

9. Narrative summary of the proposed action or project, including the benefits and purpose of the proposed action:

The proposed action would improve access at Woods Bay FAS by stabilizing the boat ramp and shoreline from Flathead Lake wave action. The existing concrete ramp would be removed, a gravel bed prepared below the typical lakebed elevation, and construction fabric overlaid to pour a new 16-foot-wide cement ramp level with the typical lakebed. About 100 cubic yards of two-foot-diameter angled rock would be added to existing riprap for a distance of about 100 feet of shoreline north of the ramp. The rock would be keyed into the lakebed where necessary and fabric used to secure suitable cover materials. The shoreline would then be planted with cottonwoods or perhaps native willows to discourage soil erosion. The existing rock breakwater would be heightened to increase boater protection when accessing the ramp. About 400 cubic yards of angular, four-foot-diameter rock would be placed on the existing 150-foot-long breakwater. This action would also help protect the shoreline and adjacent FAS road north of the ramp. This section of road is eroding from wave action and is inhibited by curves and existing trees on the opposite side of the road.

It is proposed to remove about ten ponderosa pine or Douglas fir trees from this heavily forested site to widen roads and ease maneuverability for long recreational units with trailers. These trees range in size from one tree about 30" in diameter to several trees about 8" in diameter. The roads will be graveled and graded; a curb may be installed along the road north of the boat ramp to contain gravel and reduce erosion into the lake and adjacent riprap.

If funds are available, a 60' x 8' roll-in floating dock would be installed at the site to aid boaters in launching and loading. The roll-in-style dock can be removed in winter to eliminate potential ice damage.

Winds across Flathead Lake are predominately west to east; subsequently, the boat ramp and shoreline of Woods Bay FAS is exposed to an extreme level of wave action. FWP attempted to repair the existing boat ramp several years ago when the base had eroded to a point that a large hole was created and in places there was no support under the concrete slab. The ramp continues to erode, indicating that it is necessary to prepare a new and more stable bed, which cannot be done without removing the existing ramp and pouring a new one. In addition, the existing ramp is in a forked shape and the longer ramp is not in line with the access road, making it more difficult for boaters to utilize the ramp in water conditions when the ramp edges are difficult to see due to turbidity or wave action.

As a result of the strong wave action on this eastern shore of Flathead Lake, the rock breakwater was installed to provide a protected area for boaters launching or loading. This breakwater has settled over the years and is of little benefit when the lake is at full pool and the rocks are underwater. FWP proposes to stack rock on the existing breakwater to better dissipate the wave action and provide better protection at the ramp at all lake elevations.

FWP would consult with the Flathead and/or Lake County Planning Office to establish mutual agreement regarding the proposed improvements and construction activities. The counties administer the Flathead Lake and Lakeshore Protection Regulations, which guide allowable activities on the lakeshore and lakebed and issue permits for the work.

All work would be completed during spring draw-down period allowing concrete to be poured and placement of riprap above water line.



Looking west from entrance road to boat ramp at center back - notice narrow route between trees.

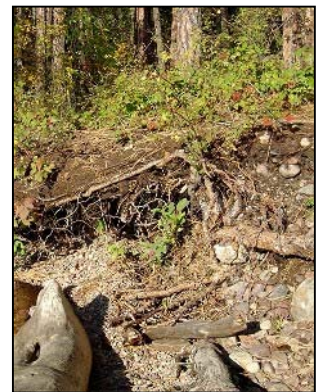


Looking south as if approaching boat ramp; breakwater in background; notice narrow route and tight curve radius.



Left: Looking north of boat ramp at existing shoreline - note lack of riprap revealing black construction fabric near ramp and road immediately adjacent to bank.

Above: Bank erosion north of existing riprap.
All photos by Sue Dalbey, October 4, 2004.



PART II. ENVIRONMENTAL REVIEW

- 1. Description and analysis of reasonable alternatives (including the no-action alternative) to the proposed action whenever alternatives are reasonably available and prudent to consider, and a discussion of how the alternatives would be implemented:**

Alternative A: No Action

Under the "No Action" alternative, the shoreline soils and boat ramp base would continue to erode from wave action. Within a couple years, it is likely that long, boat-towing units would have extreme difficulty in accessing the boat ramp due to shoreline erosion, narrow roadway, and small turning radius. The insecure ramp base would erode, potentially creating a void under the concrete and dangerous facilities unable to withstand vehicle weight. Construction fabric would continue to be exposed under riprap along this bank. The existing breakwater would remain with few boulders breaking the surface waves at full pool, and thus providing little shelter for the ramp area.

If no action is taken at Woods Bay, about ten trees would remain along the roadway. This site would continue to be difficult to maneuver vehicles with boat trailers; however, retaining the trees would keep shade and a small amount of habitat for various birds. Willows could be planted to slow the erosion of shoreline north of the boat ramp and slow the loss of road material in this stretch.

Region 1 Parks maintenance staff would continue to monitor the safety and usability of this site, repairing and adding cement if possible to stabilize the ramp. Visitor satisfaction would likely decline as a result of failing facilities and unattractive site.

Preferred Alternative B: Proposed Action to widen and gravel roads, replace concrete ramp, install riprap along shoreline, and to heighten breakwater.

The proposed action would ensure a stable and easily accessed site. A new boat ramp would be stable and easily accessible directly from the access road. Removing a few trees along the immediate roadside would enable easier access around tight corners for long towing units. Installing riprap along the shoreline would dissipate wave energy and reduce shoreline erosion, thus maintaining the road width and shoreline vegetation. The heightened breakwater would provide more shelter from waves and safer loading/launching conditions for boaters.

The loss of about ten trees is considered a minor effect because the entire site is forested with similar sizes and types of trees. The human use at the site precludes significant use by wildlife, which could otherwise be impacted by a decrease in forest canopy.

The preferred and proposed action would be completed by contracted services overseen by the FWP Design and Construction Bureau.

Note: a more detailed evaluation of the Proposed Action is included in Part IV, Environmental Review Checklist, beginning on page 9.

Alternative C: Proposed Action to widen and gravel roads, replace concrete ramp, install riprap along shoreline; do not alter breakwater.

This alternative is identical to the preferred Alternative B; however, the breakwater structure would remain as it is. Alternative C may be implemented if the proper permits from Lake County cannot be secured. This alternative would secure the site facilities and stabilize the boat ramp; however, no improvements would be made to help protect boaters from wave action when launching or loading.

2. Evaluation and listing of mitigation, stipulation, or other control measures enforceable by the agency or another government agency:

The site improvements are designed following state-recognized Best Management Practices. FWP Design and Construction engineering staff would oversee the completion of the project to ensure construction meets state specifications, such as limiting soil and vegetation disturbance to the immediate project area, and seeding of grass mix or planting of willow sprigs in disturbed areas to aid in reclamation.

Noxious weeds would be monitored by FWP after project completion and controlled in accordance with methods outlined in the Region 1 Weed Management Plan and the Lake County Weed Board.

PART III. PUBLIC PARTICIPATION

1. Describe the level of public involvement for this project, if any, and given the complexity and the seriousness of the environmental issues associated with the proposed action, is the level of public involvement appropriate under the circumstances?

The public will be notified in the following manners to comment on the EA, the proposed action, and alternatives:

- Two public notices in each of these papers: *Daily Inter Lake (Kalispell)*, *Bigfork Eagle*, and the *Helena Independent Record*;
- One statewide press release;
- Public notice on the Fish, Wildlife & Parks web page:
<http://fwp.state.mt.us/publicnotices/default.aspx>
- If there is sufficient interest, a public meeting will be held.

Neighboring landowners and interested parties will be notified to ensure their knowledge of the proposed project, the alternatives, the availability of this environmental assessment, and public comment period.

This level of public notice and participation is appropriate for a project of this scope having few minor impacts, many of which can be mitigated.

2. Duration of comment period, if any.

The public comment period will extend for thirty (30) days following the publication of the second legal notice in area newspapers. Written comments will be accepted until 5:00 p.m., January 3, 2005, and can be mailed to the address below:

Woods Bay FAS Draft EA
490 N. Meridian Road
Kalispell, MT 59901

Or e-mailed to: *mawatkins@state.mt.us*

PART IV. ENVIRONMENTAL REVIEW CHECKLIST

Evaluation of the impacts of the Proposed Action, including secondary and cumulative impacts on the Physical and Human Environment.

A. PHYSICAL ENVIRONMENT

1. <u>LAND RESOURCES</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Soil instability or changes in geologic substructure?			X positive			1a.
b. Disruption, displacement, erosion, compaction, moisture loss, or over-covering of soil, which would reduce productivity or fertility?			X		yes	1b.
c. **Destruction, covering, or modification of any unique geologic or physical features?		X				1c.
d. Changes in siltation, deposition, or erosion patterns that may modify the channel of a river or stream or the bed or shore of a lake?			X positive			1d.
e. Exposure of people or property to earthquakes, landslides, ground failure, or other natural hazard?		X				
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (attach additional pages of narrative if needed):

1a. Riprap added to the shoreline north of the ramp and on the breakwater structure would increase shoreline and soil stability by dissipating wave energy prior to water reaching topsoils. The design and grade of the new boat ramp would be consistent with the existing shoreline, but the ramp base would be stabilized with fabric to reduce undermining from wave action. These actions would be surface alterations and would not alter the geologic substructure.

1b. The Natural Resources and Conservation Service web site provided soil survey maps of the Woods Bay area and indicated that this area consists of "Yellow bay very gravelly loam" in 4-15 percent slopes and 15-30 percent slopes (mapping units 191 and 192; web site <http://maps2.nris.state.mt.us/scripts/esrimap.dll?name=LocMap&Cmd=Map>). The proposed widening of the gravel road, riprap placement, and boat ramp construction would result in disruption, compaction, and over-covering of about 1 acre of existing roads and lake shoreline/riparian areas. Construction equipment and ground disturbance would be limited to existing roads and the immediate area as per standard FWP contract agreements; all disturbed areas beyond the new construction would be seeded with a local grass mix or willow sprigs along the shoreline. The impacts to soil productivity and fertility would be mitigated by the use of existing roads and gravel areas void of vegetation. Riprap added to the shoreline would increase productivity of the shoreline vegetation by reducing erosion.

1c. Unique geologic or physical features are not present within the construction area.

1d. Additional riprap on the shoreline and the breakwater would reduce erosion occurring along Flathead Lake in

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

the immediate area. The design and grade of the new boat ramp would be consistent with the existing ramp and lakebed; however, the sides and front edge of the ramp will be sloped, and the base would be keyed into the lakebed and construction fabric used to provide long-term stability and reduce wave action impacts. The proposed action would be designed by the FWP Design and Construction engineering staff and is typical of other FWP lake boat ramp designs, which create minimal erosion or deposition. In addition, the Flathead Lake and Lakeshore Protection Regulations indicate similar construction specifications.

2. <u>AIR</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Emission of air pollutants or deterioration of ambient air quality? (Also see 13 (c).)			X		yes	2a.
b. Creation of objectionable odors?		X				
c. Alteration of air movement, moisture, or temperature patterns or any change in climate, either locally or regionally?		X				
d. Adverse effects on vegetation, including crops, due to increased emissions of pollutants?		X				
e. ***For P-R/D-J projects, will the project result in any discharge, which will conflict with federal or state air quality regs? (Also see 2a.)		X				
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Air Resources (attach additional pages of narrative if needed):

2a. Minor and temporary amounts of dust are anticipated due to widening existing roads in places, large truck travel on gravel roads, and placement of riprap. Removal of vegetation would be limited to only those areas restricting vehicle maneuverability. Areas around the new facilities that are disturbed by construction would be seeded with local grasses and cottonwood or willow sprigs after project completion to reduce future dust.

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3. <u>WATER</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated*	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. *Discharge into surface water or any alteration of surface water quality including but not limited to temperature, dissolved oxygen, or turbidity?			X		yes	3a.
b. Changes in drainage patterns or the rate and amount of surface runoff?		X				
c. Alteration of the course or magnitude of floodwater or other flows?		X				3c.
d. Changes in the amount of surface water in any water body or creation of a new water body?		X				
e. Exposure of people or property to water-related hazards such as flooding?			X positive			3e.
f. Changes in the quality of groundwater?		X				
g. Changes in the quantity of groundwater?		X				
h. Increase in risk of contamination of surface or groundwater?			X		yes	3h.
i. Effects on any existing water right or reservation?		X				
j. Effects on other water users as a result of any alteration in surface or groundwater quality?			X		yes	3j.
k. Effects on other users as a result of any alteration in surface or groundwater quantity?		X				
l. ****For P-R/D-J, will the project affect a designated floodplain? (Also see 3c.)		X				Please refer to comment 3c.
m. ***For P-R/D-J, will the project result in any discharge that will affect federal or state water quality regulations? (Also see 3a.)		X				Please refer to comment 3a.
n. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Water Resources (attach additional pages of narrative if needed):

3a. Replacing the deteriorating boat ramp and adding riprap to the shoreline and breakwater would cause localized minor and temporary increases to turbidity levels. Dissolved oxygen and temperature levels are not expected to be impacted in a lake this large in size. The Department of Environmental Quality would be consulted prior to construction for necessary permits and approval for minor variances in turbidity. All gravels and riprap used for the project must be clean and weed-free, according to state construction standards. Best Management Practices used during construction, such as sediment fencing and cofferdams, would reduce potential for other impacts to surface water quality. Seeding and revegetation of disturbed areas after construction would limit future turbidity caused by erosion. The primary action that would limit the amount of

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turbidity is that work would be completed when lake levels are drawn down, allowing equipment to easily operate out of the water.

3c. Drainage and surface water runoff would not be measurably impacted with the small gravel road width added in specific locations. The roadway would be graded to send runoff into vegetated areas so waters could be filtered before reaching the lake. The limited loss in vegetative canopy and dense vegetative cover in this area also would limit any changes to runoff events. In this controlled lake environment, the proposed action would not alter flooding events. Woods Bay FAS is outside of the 100-year floodplain as mapped by the Federal Emergency Management Administration on the FIRM Index (Flood Insurance Rate Map, Map Number 30047C0015 B, effective date December 17, 1987). There are areas mapped as Zone A, in which base flood elevations have not been determined, both north and south of the site. Sue Dalbey consulted with Lake County Planner and Floodplain Manager Dave DeGranpre` (personal communication on October 20, 2004), who suggested rock stabilizing material is preferred over retaining walls. Because Flathead Lake is controlled by Kerr Dam, the proposed low profile project would not have implications on area floodplains. Mr. DeGranpre` also suggested that rocks strategically placed under the water a distance away from shore can reduce wave action.

3e. The purpose of the site is to provide a boat ramp typical of FWP fishing access points for public use. Though safety is ultimately the responsibility of the boater, the proposed action provides a stable and predictable boat ramp facility, and additional protection (breakwater) from wave action at the ramp area. The proposed action eliminates potential future hazards created by a ramp that is poorly supported.

3h. The use of heavy equipment to complete the proposed action presents a slight risk of surface water contamination if a petroleum spill would occur. The risk is minimized by the use of erosion controls and by completing the project when water levels are low, thus limiting equipment in the water.

3j. Recreationists would not be able to access the lake at this site during construction. The anticipated low and temporary levels of turbidity may flow to adjacent landowners immediately north of the site. This could alter swimming and bank angling activities temporarily. Cofferdams and typical erosion control methods would reduce the turbidity.

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4. VEGETATION Will the proposed action result in?	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Changes in the diversity, productivity, or abundance of plant species (including trees, shrubs, grass, crops, and aquatic plants)?			X		yes	4a.
b. Alteration of a plant community?		X				
c. Adverse effects on any unique, rare, threatened, or endangered species?		X				4c.
d. Reduction in acreage or productivity of any agricultural land?		X				
e. Establishment or spread of noxious weeds?			X		yes	4e.
f. ****For P-R/D-J, will the project affect wetlands, or prime and unique farmland?		X				4f.
g. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Vegetation (attach additional pages of narrative if needed):

4a. The FAS consists primarily of Douglas fir and ponderosa pine, with less frequent maple and alder species, and cottonwoods along the shoreline. The area understory includes snowberry, Oregon grape, rose, and gooseberry species. The proposed action would remove about ten fir or pine trees and various shrubs immediately adjacent to the existing road to widen it. Because the entire FAS is heavily wooded with the listed species, this would not be a significant loss of vegetation by volume or species. Standard FWP contracts require construction equipment to be restricted to existing roads and areas void of vegetation; therefore, surrounding vegetation would not be disturbed, other than the proposed removals. Shoreline areas disturbed from riprap placement would be reclaimed by planting cottonwoods or willows.

4c. The Montana Natural Heritage Program (MNHP) searched their database for plant species of special concern and indicates no known occurrences of federally listed threatened, endangered, or proposed threatened or endangered plant species in the Woods Bay area.

Their search did identify a species considered sensitive by the USFS, the mountain moonwort (*botrychium montanum*), over one-half mile from the FAS. Forest Service sensitive species are species for which the Regional Forester has determined there is a concern for population viability range-wide or in the region. According to MNHP records, the moonwort was last recorded in 1980, and a revisit to the site in 1997 was unsuccessful in finding the "swamp-cedar" forest or the referred species. This species inhabits elevation from 3,810 to 4,620 feet above sea level; the lake and proposed FAS modifications would occur at elevation 2,895 (written communication April 21, 2004).

In addition, the MNHP data search revealed the many-headed sedge, which is at high risk in Montana, and globally uncommon, but not rare. This species inhabits wet meadows between the elevations of 3,030 and 3,960 feet. Though it was sighted in the same section as the proposed project, the project does not affect wet meadow areas.

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It is unlikely, based on the species habitat information compared to the habitat and elevation at the FAS, that species of concern in Montana would be impacted by the proposed action.

A formal plant survey has not been conducted on the site. Construction of wider roads and overcovering with gravel would eliminate small amounts of vegetation adjacent to existing roads. FWP standard construction requirements mandate contractors to restrict activity off of established roads and reclaim areas that are disturbed. Completing the project when water levels are low, allowing equipment to work along the shoreline where no vegetation exists, will further reduce potential impacts to surrounding vegetation.

4e. Thistle and knapweed were noted at the site during a visit in October. All riprap and gravel material brought to the site must be clean and weed free according to state requirements. Areas disturbed by construction would be prone to the establishment of noxious weeds. All disturbed areas would be seeded with a local grass mix, cottonwoods, or willow species immediately after construction to reduce the possibility of weeds becoming established. FWP would monitor disturbed areas until adequate ground cover has returned and regularly thereafter. Weeds would be managed in accordance with the revised Region 1 Weed Management Plan and Lake County Weed Board, using mechanical, chemical, or biological methods.

4f. Cottonwoods ranging up to five inches in diameter are growing along the existing riprap north of the boat ramp. Other vegetation is typical of Douglas fir and ponderosa pine canopy and understory. This site has not been formally surveyed for wetland vegetation because the site topography does not hold moisture, soil types are gravelly on slopes greater than four percent, and the proposed project primarily impacts areas previously disturbed. Widening the roads in specific areas impacts the vegetation listed above and away from the water's edge. Riprap will be placed atop existing riprap and where there is no vegetation along gravelly shorelines in an effort to retain woody vegetation. More cottonwoods or willows would be planted along the riprap edge to help secure the banks after the project is complete.

A review of the soil maps for the Woods Bay FAS revealed two mapping units: Yellowbay very gravelly loam at 4-to-15 percent slopes and Yellowbay very gravelly loam at 15-to-30 percent slopes (<http://maps2.nris.state.mt.us/scripts/esrimap.dll?name=LocMap&Cmd=Map>). None of the listed map units are on the MT Prime and Important Farmlands database (<http://soildatamart.nrcs.usda.gov/Report.aspx?Survey=MT629&UseState=MT>).

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

** 5. FISH/WILDLIFE Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Deterioration of critical fish or wildlife habitat?		X				
b. Changes in the diversity or abundance of game animals or bird species?			X		yes	5b.
c. Changes in the diversity or abundance of nongame species?			X		yes	Refer to comment 5b.
d. Introduction of new species into an area?		X				
e. Creation of a barrier to the migration or movement of animals?		X				
f. Adverse effects on any unique, rare, threatened, or endangered species?		X				5f.
g. Increase in conditions that stress wildlife populations or limit abundance (including harassment, legal or illegal harvest, or other human activity)?			X		yes	5g.
h. ****For P-R/D-J, will the project be performed in any area in which T&E species are present, and will the project affect any T&E species or their habitat? (Also see 5f.)		X				Please refer to comment 5f.
i. ***For P-R/D-J, will the project introduce or export any species not presently or historically occurring in the receiving location?		X				
j. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Fish and Wildlife (attach additional pages of narrative if needed):

Flathead Lake provides habitat for many sport fish, including: brook trout, bull trout, kokanee salmon, lake trout, lake whitefish, largemouth bass, mountain whitefish, northern pike, rainbow trout, westslope cutthroat trout, yellow perch, and black bullhead. The proposed project would not have a significant impact on the fisheries due to the project's small size, low turbidity, and completion when water levels are low. Cottonwoods or willows planted along the shoreline after riprap is installed would help hold soils, reducing erosion and turbidity. Sue Dalbey discussed the project with FWP Fisheries Biologists Scott Rumsey on October 20, and Mark Deleray on October 25, 2004, who both stressed the importance of completing the project when the lake level is drawn down. Mr. Rumsey recognized the need to work with the county planning office to ensure the use of construction methods that meet the Lake and Lakeshore Protection Regulations established in 1982. It is important to protect the lakeshore from further erosion and provide a quality access for the public; however, Mr. Rumsey encouraged a conservative use of riprap to reduce aesthetic impacts and modifications of the lakeshore.

The biologists said that the Woods Bay boat ramp does not provide ideal access due to the low gradient of the ramp and resulting need to back a vehicle in quite far to launch or load a boat. A steeper-grade ramp would be beneficial to boaters; however, the ramp would endure wave action and suffer less erosion if installed at the same grade as the lakebed. Angler use may slightly increase after improvements are completed by those unsatisfied with existing conditions. Flathead Lake is the most heavily fished lake in the northwest region of Montana, with

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38,064 angler days in 2003, down from 48,665 angler days in 2001.

Mr. Deleray stated that no significant impacts would be anticipated to fish species in Flathead Lake if work is completed when the lake elevations are drawn down. In addition, fish would avoid the disturbances created by installing riprap on the breakwater.

The Woods Bay FAS and the surrounding area provides habitat for white-tailed deer, mule deer, moose, black bear, songbirds, reptiles and amphibians, many species of waterfowl, and a variety of small mammals. Mink, skunks, and raccoons likely inhabit the area. Several species of concern inhabit this area of Montana; however, this FAS does not provide critical habitat for these species. Sue Dalbey consulted with FWP Wildlife Biologist Tom Litchfield on October 20, 2004, who indicated that the proposed project should have no noteworthy adverse effects on wildlife species that may use the area.

5b. The project would create temporary noise and human activity disturbance during construction causing wildlife displacement, but would not adversely impact game or nongame wildlife in the long term. Wildlife would alter their use patterns in this area during construction, but likely return when equipment and visitation returns to typical day-use levels. Visitation is not expected to rise since parking space and basic facilities provided will remain the same. Riparian habitat for songbirds, reptiles and amphibians, and small mammals would be improved by planting vegetation along the top of the newly placed riprap.

5f. A search of the Natural Heritage Program database revealed the lynx, grizzly bear, peregrine falcon, and bull trout as the federally threatened or endangered species found in the Woods Bay vicinity (written communication dated April 21, 2004). Due to the existing traffic in the site and on nearby county roads, current human use of the site, and activity at nearby residences, it is unlikely that the FAS provides critical habitat for lynx or grizzly bear, though they may pass through the area. And though this FAS may be part of peregrine falcon territory, they require open cliffs for nesting, of which there are none on or within view of the site. Mr. Litchfield stated that he has no concerns about potential effects on the listed species. A peregrine nest is located about two miles northeast of the FAS, but the proposed project would not affect a territorial pair or their success. Bull trout are protected by state regulations requiring anglers to release them if caught. There is potential for bull trout to use this area of the lake, but Mr. Deleray does not anticipate adverse impacts to the species due to the proposed project.

The Flathead pond snail was identified in the MNHP database as a species of concern in Montana. It has an extremely limited number of specimens or its range and habitat are rapidly declining, making it highly vulnerable to extirpation in the state. The specimen was reported in 1966 on the east shore of Flathead Lake. Because work will occur on dry land when the lake levels are drawn down, no adverse impacts are anticipated to this aquatic species.

Due to the previously disturbed nature of this site and limited disturbance of virgin ground, no adverse effects are anticipated to federal or state species of concern.

5g. Construction activity would displace wildlife temporarily. Use of the site is not expected to increase significantly since parking space will remain the same and the types of facilities provided will not change.

5i. No new species will be introduced as a result of this project.

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**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

B. HUMAN ENVIRONMENT

6. <u>NOISE/ELECTRICAL EFFECTS</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Increases in existing noise levels?			X			6a.
b. Exposure of people to serve or nuisance noise levels?		X				
c. Creation of electrostatic or electromagnetic effects that could be detrimental to human health or property?		X				
d. Interference with radio or television reception and operation?		X				
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Noise/Electrical Effects (attach additional pages of narrative if needed):

6a. Noise levels at the site and on the entrance road would increase for about two months while heavy equipment is used to complete the proposed road widening, riprap placement, and boat ramp replacement. The noise of heavy equipment working on the site would be heard by neighbors on either side of the FAS, the closest of which is about 300 yards north, a seasonal cabin about 100 yards south, and year-round residence about 500 yards south. Construction activity would be limited to daylight hours to lessen impacts on adjacent neighbors.

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*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

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7. <u>LAND USE</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of or interference with the productivity or profitability of the existing land use of an area?		X				
b. Conflicted with a designated natural area or area of unusual scientific or educational importance?		X				
c. Conflict with any existing land use whose presence would constrain or potentially prohibit the proposed action?			X positive			7c.
d. Adverse effects on or relocation of residences?		X				
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Use (attach additional pages of narrative if needed):

7a. In general the site would continue to provide the same recreational opportunities that have traditionally been available.

7b. Most lake fishing access sites provide a boat ramp for anglers. If the boat ramp remains as is, and continues to deteriorate on the surface and from undermining support, the boat ramp would have to be removed to prevent accidents. Without a boat ramp, the site would not be serving the public needs as intended or desired. The proposed project ensures the continued access the public has come to expect at Woods Bay over the last 40 years.

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8. <u>RISK/HEALTH HAZARDS</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Risk of an explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation) in the event of an accident or other forms of disruption?			X		yes	8a.
b. Affect an existing emergency response or emergency evacuation plan, or create a need for a new plan?		X				
c. Creation of any human health hazard or potential hazard?			X positive			8c.
d. ***For P-R/D-J, will any chemical toxicants be used? (Also see 8a)		X				Please refer to comment 8a.
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Risk/Health Hazards (attach additional pages of narrative if needed):

8a. The FWP Region 1 Weed Management Plan calls for an integrated method of managing weeds, including the use of herbicides. The use of weed-controlling chemicals would be in compliance with application guidelines and conducted by people trained in safe handling techniques to limit the possibility of a spill. Weeds would also be controlled using mechanical or biological means in certain areas to reduce the risk of chemical spills or water contamination.

8c. As proposed, adding rock to the breakwater would reduce wave action at the boat ramp area, thus providing a safer launching/loading environment for visitors.

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9. COMMUNITY IMPACT Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of the location, distribution, density, or growth rate of the human population of an area?		X				
b. Alteration of the social structure of a community?		X				
c. Alteration of the level or distribution of employment or community or personal income?			X			9c.
d. Changes in industrial or commercial activity?		X				
e. Increased traffic hazards or effects on existing transportation facilities or patterns of movement of people and goods?			X		yes	9e.
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Community Impact (attach additional pages of narrative if needed):

9c. A temporary and relatively small volume of work would be provided by the construction of the proposed project. Rock would be attained from a local quarry, if possible. Smaller jobs such as this are often bid and received by local contractors. Construction employees generally buy gas and groceries at local merchants.

9e. Construction of the proposed project would require heavy equipment, including trucks, tractors, and cement delivery trucks, to travel a narrow paved and gravel road into the site. Large trucks do not typically travel this route, which also serves several residential areas. The highest volume of traffic is within about a half mile of the highway, where the road is paved and of two-lane width. Signs could be placed at certain intersections or corners to alert drivers to the possibility of meeting large trucks on the road.

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10. <u>PUBLIC SERVICES/TAXES/UTILITIES</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Will the proposed action have an effect upon or result in a need for new or altered governmental services in any of the following areas: fire or police protection, schools, parks/recreational facilities, roads or other public maintenance, water supply, sewer or septic systems, solid waste disposal, health, or other governmental services? If any, specify:			X positive			10a.
b. Will the proposed action have an effect upon the local or state tax base and revenues?		X				
c. Will the proposed action result in a need for new facilities or substantial alterations of any of the following utilities: electric power, natural gas, other fuel supply or distribution systems, or communications?		X				
d. Will the proposed action result in increased use of any energy source?		X				
e. **Define projected revenue sources						10e.
f. **Define projected maintenance costs.						10f.
g. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Public Services/Taxes/Utilities (attach additional pages of narrative if needed):

10a. The proposed action of replacing the boat ramp, improving the site with grading and gravel on the roads, adding shoreline and breakwater riprap, and possibly a roadside curb would all reduce the maintenance needed at this site and increase the quality of public recreation in the area.

10e. No revenue is directly collected by the operation of this site. Day use at state fishing access sites is free.

10f. The FWP Region 1 Fishing Access Site Maintenance Fund would supply the approximately \$1,500 needed annually for: boat ramp maintenance, road grading, latrine supplies and pumping, litter removal, caretaker travel and activities, miscellaneous vandalism repair, and weed control. These costs are typical of a fishing access site of this size and with these facilities. The proposed project would eliminate the future maintenance costs of replacing gravel washed into the lake and repairing a boat ramp with an inadequate base support.

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** 11. <u>AESTHETICS/RECREATION</u> Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of any scenic vista or creation of an aesthetically offensive site or effect that is open to public view?			X		yes	11a.
b. Alteration of the aesthetic character of a community or neighborhood?		X				
c. **Alteration of the quality or quantity of recreational/tourism opportunities and settings? (Tourism Report included in Appendix B.)			X positive			11c.
d. ***For P-R/D-J, will any designated or proposed wild or scenic rivers, trails, or wilderness areas be impacted?		X				11d.
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Aesthetics/Recreation (attach additional pages of narrative if needed):

This site was acquired in 1959 for public access to Flathead Lake. Visitors use the site to launch boats for various activities including fishing, skiing, sightseeing, and riding personal watercraft. The site is also popular for day-use picnics, walking and swimming, and exercising pets. The one-mile-long road from Highway 35 travels through residential neighborhoods, and passes two marinas with water craft rental services in Woods Bay, before winding along a narrow lane through timber to the lake's eastern edge. Thick timber throughout the site and up to the lake shore blocks the view of neighboring residential structures unless you are on the lake shore. The site is open for day use only. Parking around the loop road system provides space for about seven vehicles with trailers, six regular vehicles, and one concrete pad providing access for people with disabilities. A typical concrete latrine is on-site.

11a. The thickly wooded vegetation of the site aids in shielding the proposed improvements along the shoreline from neighbors north and south of the site. The types of repairs/improvements proposed are not new facilities, but only repair or enhance existing features. Riprap would extend along the shoreline for another 25% of the existing riprap distance. The aesthetic impact of this can be mitigated by proper base preparation and placement of construction fabric to hold the rock and soils covering the rock in which native cottonwoods or willows would be planted. Establishing vegetation on the bank would diminish the visual effect of added riprap on the bank.

Adding riprap to the breakwater would make this rock pier more visible at all water levels. Though aesthetically this will alter the viewshed, it would be helpful for boaters to see this structure rather than the rocks perhaps being hidden below the surface yet within reach of propellers or boat hulls.

11c. The quality of access at Woods Bay FAS would be improved by widening, grading, and graveling the road, securing the roads from erosion, and installing a stable and long-lasting boat ramp. Visitors with all sizes of recreational vehicles, including long vehicles towing long trailers, could easily turn around and launch boats. The natural setting would be retained since the existing features would only be modified; no new site features

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would be added. The site would likely be closed during the two months in spring allowed for construction; thus visitors wanting lake access could go about four miles north to Wayfarers State Park in Bigfork.

11d. This is not part of a wild or scenic area.

12. CULTURAL/HISTORICAL RESOURCES Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Destruction or alteration of any site, structure, or object of prehistoric, historic, or paleontological importance?		X				12a.
b. Physical change that would affect unique cultural values?		X				
c. Effects on existing religious or sacred uses of a site or area?		X				
d. ****For P-R/D-J, will the project affect historic or cultural resources? (Please refer to comment 12a.)		X				Please refer to comment 12a.
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Cultural/Historical Resources (attach additional pages of narrative if needed):

12a. Because this is a maintenance project on existing man-made, modern features, no impacts to culturally important sites are anticipated. FWP Design and Construction Bureau is consulting with the State Historic Preservation Office (SHPO) regarding the effects of the proposed project to cultural or historic resources. The site is outside the boundary of the Flathead Indian Reservation; however, the Tribe will also be consulted since federal aid will be requested to complete the project.

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**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

SIGNIFICANCE CRITERIA

13. SUMMARY EVALUATION OF SIGNIFICANCE Will the proposed action, considered as a whole:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Have impacts that are individually limited, but cumulatively considerable? (A project or program may result in impacts on two or more separate resources that create a significant effect when considered together or in total.)		X				
b. Involve potential risks or adverse effects, which are uncertain but extremely hazardous if they were to occur?		X				
c. Potentially conflict with the substantive requirements of any local, state, or federal law, regulation, standard, or formal plan?		X				13c.
d. Establish a precedent or likelihood that future actions with significant environmental impacts will be proposed?		X				
e. Generate substantial debate or controversy about the nature of the impacts that would be created?		X				
f. ***For P-R/D-J, is the project expected to have organized opposition or generate substantial public controversy?		X				13f.
g. ****For P-R/D-J, list any federal or state permits required.						Please refer to 8(a) on page 3.

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Significance Criteria (attach additional pages of narrative if needed):

13c. The proposed project must be approved by the county(s) with jurisdiction over Flathead Lake and who administer the Lake and Lakeshore Protection Regulations established in 1982. FWP is willing to work with these agencies to mitigate concerns and ensure mutual agreement. The purpose of the project is to reduce erosion and agency maintenance while providing a safe and stable public access point. The east shore of Flathead Lake poses a unique problem due to extreme wave action and resulting erosion not seen on smaller water bodies.

13f. The proposed plan would be discussed with county planners and permits attained as needed from those agencies listed earlier in this document. Private individual boat ramps are not allowed within one lake mile or three driving land miles of a public boat ramp, according to the Lake and Lakeshore Protection Regulations (Boat Ramp Standards, page 26). Because of the limitations on shoreline modifications, this is an important public access point and no substantial public controversy is anticipated.

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PART V. NARRATIVE EVALUATION AND COMMENT

This analysis did not reveal any significant impacts to the human or physical environment.

The project has been designed to protect the resources from further erosion and slightly improve the quality of access. All activities currently occurring at the site would continue, but roads would be slightly wider around tight corners, allowing easier maneuvering of long vehicles towing trailers. The existing boat ramp, susceptible to erosion and future maintenance, would be replaced, pouring concrete on a well-prepared base at grade with the existing lakebed. Riprap added to the breakwater would provide better protection from rough water for boaters launching and loading, as well as better visibility of the rocks at all water elevations. Riprap along the shoreline would protect existing vegetation; proper base preparation and rock installation would allow for overcovering and planting of native cottonwoods and willows.

The proposed project would benefit visitor access, with little effect to fish and wildlife habitat and vegetation. The project would decrease erosion and add to soil stability not only from the added riprap, but also through planting of native cottonwoods or willows. This project is a major maintenance project; however, due to the volume of proposed rock improvements and the widening of the road, FWP decided a full environmental review, including public input, would be in the best interest of the public.

PART VI. EA PREPARATION

- 1. Based on the significance criteria evaluated in this EA, is an EIS required? (YES/NO)? If an EIS is not required, explain why the EA is the appropriate level of analysis for this proposed action.**

Based on an evaluation of impacts to the physical and human environment under MEPA, this environmental review revealed no significant negative impacts from the proposed action; therefore, an EIS is not necessary and an environmental assessment is the appropriate level of analysis. Additionally, the seriousness and complexity of the issues analyzed in accordance with ARM 12.2.431 make the EA an appropriate level of review.

- 2. Name, title, address, and phone number of the person(s) responsible for preparing the EA:**

Sue Dalbey
Independent Contractor
Dalbey Resources, LLC
926 N. Lamborn St.
Helena, MT 59601
406-443-8058

Marty Watkins
Region 1 State Parks Manager
FWP
490 N. Meridian Road
Kalispell, MT 59901
406-751-4573

Allan Kuser
Fishing Access Site Coordinator
FWP
PO Box 200701
Helena, MT 59620-0701
406-444-7885

3. List of agencies consulted during preparation of the EA:

Montana Fish, Wildlife & Parks

Parks Division

Wildlife Division

Fisheries Division

Design & Construction Bureau

Montana Natural Heritage Program

Montana Department of Natural Resources and Conservation (floodplains)

Lake County Floodplain Administrator

USDA Natural Resources Conservation Service (soils)

APPENDICES

A. MCA 23-1-110 Project Qualification Checklist

B. Tourism Report - Montana Department of Commerce (hard copy only)

C. State Historic Preservation Office Consultation (pending response from SHPO)

form modification sed 04/04

APPENDIX A
23-1-110 MCA
PROJECT QUALIFICATION CHECKLIST

Date: October 13, 2004

Person Reviewing: Sue Dalbey, Consultant
Dalbey Resources, LLC

Project Location: Woods Bay Fishing Access Site (FAS) can be reached by traveling about 4 miles south of Bigfork, Montana, on State Highway 35; turn west and travel about .75 mile on Yenne Point Drive; continue another half mile northwest on White Cap Lane to the signed FAS. The FAS is approximately 11.7 acres; elevation 2,895 feet above sea level. The site is in Lake County, Montana; Township 26 North, Range 19 West, NW¼ Section 19.

Description of Proposed Work: Montana Fish, Wildlife & Parks (FWP) proposes to widen and gravel about 200 linear yards of existing roads and add curbing to about 75 feet of roadway along lake shore; replace existing boat ramp with 16-foot-wide concrete ramp; install about 100 feet (100 cubic yards) of riprap; add about 400 cubic yards of rock to existing breakwater; install 60'x8' roll-in floating dock, and reclaim disturbed ground.

The following checklist is intended to be a guide for determining whether a proposed development or improvement is of enough significance to fall under 23-1-110 rules. (Please check ✓ all that apply and comment as necessary.)

- ☐ A. New roadway or trail built over undisturbed land?
Comments: *No new roadways or trails.*
- ☐ B. New building construction (buildings <100 sf and vault latrines exempt)?
Comments: *None*
- ☒ C. Any excavation of 20 c.y. or greater?
Comments: *Grading of roads, new boat ramp construction, and installing riprap would require cut/fill of more than 20 c.y.*
- ☐ D. New parking lots built over undisturbed land or expansion of existing lot that increases parking capacity by 25% or more?
Comments: *No new parking.*
- ☒ E. Any new shoreline alteration that exceeds a double-wide boat ramp or handicapped-accessible fishing station?
Comments: *One single-width boat ramp would be replaced; riprap would be installed for about 100 feet along the shore and about 150 feet into the lake to improve the existing breakwater.*

- ☒ F. Any new construction into lakes, reservoirs, or streams?
Comments: *Excavation and fill of gravel to prepare gravel surface for a single-width boat ramp and placement of additional riprap.*
- ☐ G. Any new construction in an area with National Registry-quality cultural artifacts (as determined by State Historical Preservation Office)?
Comments: *No impacts anticipated since project is maintenance of existing features.*
- ☐ H. Any new aboveground utility lines?
Comments: *None*
- ☐ I. Any increase or decrease in campsites of 25% or more of an existing number of campsites?
Comments: *No camping is allowed at Woods Bay FAS.*
- ☐ J. Proposed project significantly changes the existing features or use pattern, including effects of a series of individual projects?
Comments: *No change in the type or amount of public use.*

If any of the above are checked, 23-1-110 MCA rules apply to this proposed work and should be documented on the MEPA/HB495 CHECKLIST. Refer to MEPA/HB495 Cross Reference Summary for further assistance.

APPENDIX B
TOURISM REPORT - MONTANA DEPARTMENT OF COMMERCE
Site Protection at Woods Bay Fishing Access Site

APPENDIX C
STATE HISTORIC PRESERVATION OFFICE CONSULTATION
Site Protection at Woods Bay Fishing Access Site